

We use our Maintenance Accountability Process (MAP) to measure program performance. All maintenance work fits into one of 32 listed activities. Our performance can then be measured against the Legislature's target score for that activity. Shown below are the last four years of results.

In the graphs for 2004-2007 below, the red indicates a missed regional target while the blue represents a missed statewide target.

In 2004, we missed only one statewide target and 18 regional targets. In 2007, we missed 15 statewide targets and 73 at the region level. As these numbers in the graphs below indicate, there has been a consistent decline in our program delivery.

The reasons for this decline are primarily due to the increased amount of infrastructure added to the system (more highway miles to maintain), inflation, and a lack of additional funding to the Maintenance program.

If WSDOT's supplemental requests are moved forward and approved, MAP scores will at best stay about the same as they were in 2007. If one or both do not move forward, MAP scores will continue to fall dramatically.

2004

	Targets	North-west	North-Central	Olympic	South-west	South-Central	Eastern
1 4B1 Movable & Floating Bridges	B	B+	B+	B+	D		
2 6B1 Signal Systems	C	D	B	C+	A	C+	D
3 5B1 Snow & Ice	C+	C	A-	B-	B	A-	B-
4 4B2 Keller Ferry	B						B
5 4B3 Urban Tunnels	B-	B					
6 4A2 Structural Bridge	C	F+	A-	C+	A-	A-	C
7 6A4 Regulatory Signs	C	A-	C	D	B	B-	C
8 2A5 Slope Repair	C+	A	B	A	B+	B+	C+
9 6B3 ITS	C	C	B	F	A+	C+	A-
10 2A3 Catch Basins	C+	B-	A-	B+	B+	B-	B+
11 1A1 Pavement Patching & Repair	B-	B+	B+	A	A	A	C+
12 4A1 Bridge Decks	C-	B	A	A	A	B	B-
13 6A7 Guardrail	B+	B+	A	A	A	A	A
14 6A1 Striping	B-	C	B	B+	A-	B	C
15 6A2 Raised/Recessed Markers	C	C	A	B	C	B-	B
16 3A4 Veg Obstructions	C	C-	B	C	B+	A-	C+
17 1A2 Crack Sealing	C-	B	D+	B	B	C+	B
17 7B1 Rest Areas	B	B-	B	B	B+	B	B
18 1A4 Sweeping	B	A	A+	B+	A	A+	A+
19 2A1 Ditches	C	C+	A	A-	A	B+	B
20 6B2 Hwy Lighting	B	A	A-	A	B+	A	A
21 6A6 Guide Posts	D+	D+	C	C	C-	C-	C-
22 1B1 Safety Patrol	C	A	C	D	C	B	B-
23 2A2 Culverts	D+	B-	C+	C	C+	C+	C-
24 6B4 Permits	B	B	B	B	C	B	C
25 6A3 Pavement Marking	D+	C	B	C	C+	C+	C-
26 3A2 Noxious Weeds	B	A	A	A	A	A	A+
27 1A3 Shoulder Maint	C+	B	B	B+	C+	B	B-
28 6A5 Guide Signs	B-	A	B+	D+	B+	A-	B-
29 2A4 Detention Basins	C	C	C	C	C	C	C
30 4A3 Bridge Cleaning	C	B+	A-	B	B+	A-	B+
31 3A3 Nuisance Weeds	B-	A-	A	A-	B+	B-	B+
32 3A5 Landscape	C-	C-	C	C	C+	C	C-
33 3A1 Litter	D+	F+	C	D	C	D	C-

State Targets Missed - 1 Region Targets Missed - 18

2005

	Targets	North-west	North-Central	Olympic	South-west	South-Central	Eastern
1 4B1 Movable & Floating Bridges	B+	A		A		A+	
2 6B1 Signal Systems	C+	D	C-	C	D+	C+	C+
3 5B1 Snow & Ice	A-	B	A-	A	A	A	A
4 4B2 Keller Ferry	B						B
5 4B3 Urban Tunnels	B	B					
6 4A2 Structural Bridge	C	D+	A-	D	A-	C-	C
7 6A4 Regulatory Signs	C+	C-	A	A	A	C+	C
8 2A5 Slope Repair	B	A	A	A	A	A	B
9 6B3 ITS	B-	C-	C+	C	C-	B+	C
10 2A3 Catch Basins	B	B	B	A-	B+	C+	A
11 1A1 Pavement Patching & Repair	B	A-	B	A-	A	A	A
12 4A1 Bridge Decks	B-	A-	A	A	A	B+	C+
13 6A7 Guardrail	A	A	A	A	A	A	A
14 6A1 Striping	C+	A-	C-	C+	B	C	B
15 6A2 Raised/Recessed Markers	B	C+	A	B-	B-	B-	B
16 3A4 Veg Obstructions	B-	C+	A	B+	A	A-	A-
17 1A2 Crack Sealing	C-	B	C-	B	B	C-	C
17 7B1 Rest Areas	B	B	B-	B	B	B	B
18 1A4 Sweeping	B+	A	A	B+	A	A	A
19 2A1 Ditches	B	B	A	A-	A-	B+	A-
20 6B2 Hwy Lighting	B+	A-	A	C	D+	A	A
21 6A6 Guide Posts	C-	C	C	C+	C	B-	C-
22 1B1 Safety Patrol	C+	A	C	D	C	C+	B
23 2A2 Culverts	C	B	C	C+	B	C	D+
24 6B4 Permits	B	B	B	B	C	B	C
25 6A3 Pavement Marking	C-	C	C-	B-	C+	B+	B
26 3A2 Noxious Weeds	B	A	A+	A+	A	A	A+
27 1A3 Shoulder Maint	B-	B+	B-	B+	B+	B-	C+
28 6A5 Guide Signs	B-	C	A+	A	B-	A	A
29 2A4 Detention Basins	C	C	C	C	C	C	C
30 4A3 Bridge Cleaning	C	B	A-	B	B+	B+	B
31 3A3 Nuisance Weeds	B-	A-	A+	B	A	A-	A+
32 3A5 Landscape	C-	D+	A	D	D+	B	D+
33 3A1 Litter	C-	F	C	D-	C-	D+	C

State Targets Missed - 1 Region Targets Missed - 39

2006

	Targets	North-west	North-Central	Olympic	South-west	South-Central	Eastern
1 4B1 Movable & Floating Bridges	B+	A		A		A+	
2 6B1 Signal Systems	C+	D+	C-	C	D	C+	C
3 5B1 Snow & Ice	A-	B-	A-	A	A	A+	A
4 4B2 Keller Ferry	B						B
5 4B3 Urban Tunnels	B	B					
6 4A2 Structural Bridge	C	C+	A-	D	A-	C-	C
7 6A4 Regulatory Signs	C+	D	A-	A	A	C	C
8 2A5 Slope Repair	B	A	A+	A	A	A	B
9 6B3 ITS	B-	B+	C+	C	B-	B+	C
10 2A3 Catch Basins	B	B+	B	A-	B+	B+	A
11 1A1 Pavement Repair & Crack Seal	B	A	B	A-	A	A	A
12 4A1 Bridge Decks	B-	A-	A	A	A	B+	C+
13 6A7 Guardrail	A	A	A	A	A	A	A
14 6A1 Striping	C+	C	B-	C+	B	C	C
15 6A2 Raised/Recessed Markers	B	C+	A	B-	B-	B-	B
16 3A4 Veg Obstructions	B-	B-	A	B+	A	A-	A-
17 7B1 Rest Areas	B	B	B-	B	B	B	B
18 1A4 Sweeping	B+	A-	A	B+	A	A	A
19 2A1 Ditches	B	B+	A	A-	A-	B+	A-
20 6B2 Hwy Lighting	B+	A	A	C	C	A	A
21 6A6 Guide Posts	C-	C-	C	C+	C	B-	C-
22 1B1 Safety Patrol	C+	A-	D	D	D	C+	A
23 2A2 Culverts	C	B-	C	C+	B	C	D+
24 6B4 Permits	B	B	B	B	C	B	C
25 6A3 Pavement Marking	C-	D+	B-	B-	C+	B+	B
26 3A2 Noxious Weeds	B	A	A+	A+	A	A	A+
27 1A3 Shoulder Maint	B-	A	B-	B+	B+	B-	C+
28 6A5 Guide Signs	B-	C	A+	A	B-	A	A
29 2A4 Detention Basins	C	C	C	C	C	C	C
30 4A3 Bridge Cleaning	C	B	A-	B	B-	B+	B
31 3A3 Nuisance Weeds	B-	B-	A+	B	A	A-	A+
32 3A5 Landscape	C-	D+	A	D+	D+	B	D+
33 3A1 Litter	C-	F	C	D-	C-	D+	C

State Targets Missed - 5 Region Targets Missed - 40

2007

	Targets	North-west	North-Central	Olympic	South-west	South-Central	Eastern
1 4B1 Movable & Floating Bridges	B+	A		A		A+	
2 6B1 Signal Systems	C+	C	B-	C	C	C+	C-
3 5B1 Snow & Ice	A-	B+	A	A	A	A	A
4 4B2 Keller Ferry	B						B
5 4B3 Urban Tunnels	B	B+					
6 4A2 Structural Bridge	C	D	A	F-	C	F+	C+
7 6A4 Regulatory Signs	C+	D	C	C	D-	C	D
8 2A5 Slope Repair	B	A	B+	A	A	B+	C
9 6B3 ITS	B-	B+	A-	B-	A	A	B
10 2A3 Catch Basins	B	F-	C+	B+	B	C	F+
11 1A1 Pavement Repair & Crack Seal	B	B-	C	B+	B	C+	C
12 4A1 Bridge Decks	B-	A	C	B-	A	D	B
13 6A7 Guardrail	A	A	B	A	A	B+	B
14 6A1 Striping	C+	C-	D+	C	C+	C	C-
15 6A2 Raised/Recessed Markers	B	C	A-	C	C	C	D+
16 3A4 Veg Obstructions	B-	D+	C+	C+	A-	B+	C
17 7B1 Rest Areas	B	B	B	B	B+	B	B
18 1A4 Sweeping	B+	B	A	B	B+	A	B+
19 2A1 Ditches	B	C+	B+	B+	B+	B+	B
20 6B2 Hwy Lighting	B+	D-	B	D	B+	B-	A
21 6A6 Guide Posts	C-	C-	C-	C-	C-	C-	F+
22 1B1 Safety Patrol	C+	B	C+	B-	C+	C	B-
23 2A2 Culverts	C	D	D	C	C+	D	D
24 6B4 Permits	B	B	B	B	C	B	C
25 6A3 Pavement Marking	C-	D+	C	C	C-	B	F+
26 3A2 Noxious Weeds	B	A+	B+	A+	A	B-	C+
27 1A3 Shoulder Maint	B-	A	C	B	B-	C+	D+
28 6A5 Guide Signs	B-	C	B+	C+	C+	B	B
29 2A4 Detention Basins	C	B	B	C	C+	C	B
30 4A3 Bridge Cleaning	C	B	B	B	C	B	B
31 3A3 Nuisance Weeds	B-	A	A	B	A	B	A
32 3A5 Landscape	C-	D	A	D	D+	C	D
33 3A1 Litter	C-	F-	D+	F-	D+	F	D

State Targets Missed - 15 Region Targets Missed - 73

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Winter of 2007-2008: The Snow and Ice Challenge

April 2008



The 2007-08 winter turned out to be anything but typical. Multiple snow storms over many parts of the state combined to make this winter one of the most challenging winters in recent history.





US 12 White Pass



I-90 Snoqualmie Pass – East Snow Shed



US 12 near White Pass



Avalanche on US 2 Stevens Pass



SR 20 Avalanche Newhalem, WA

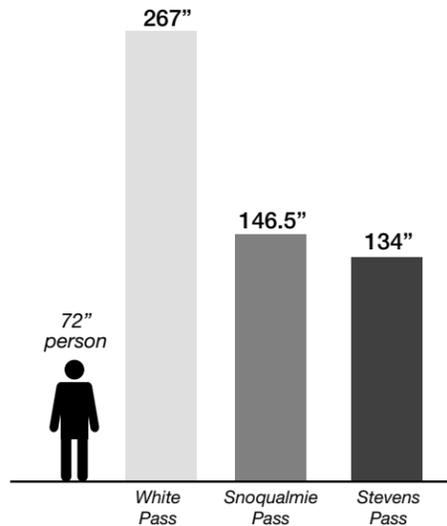


SR 20 Avalanche near Newhalem, WA

The Cascades

Snow accumulation on White, Snoqualmie, and Stevens Passes

In the 16 days between Jan 26th and Feb 10th



Mountain Passes: In the four day period between 2/6 and 2/9, nearly half that snow fell. White Pass: 128 inches fell. Snoqualmie Pass: 53 inches fell. Stevens Pass: 63 inches fell.

As of February 9th, the total snowfall at Snoqualmie Pass was 416 inches, the highest in the last 10 years for this point in time. More impressive is that on that same date, the snow pack on the ground was 148 inches, the highest in over 50 years.

The total snowfall at Stevens Pass was 478 inches. This places it 7th all time for this point in the winter. It is very likely that by the end of February, the total snowfall for the season will rank it as high as second on the all-time list.

Pass Closure hours Jan. 26 - Feb. 10, 2008
Stevens Pass: 90 hours
Snoqualmie Pass:
 Eastbound: 145 hours
 Westbound: 147 hours
White Pass: 57 hours

The total snowfall at White Pass to this point is 548 inches (about 45 feet), one of the heaviest snowfall years on record.

The avalanche control work at Snoqualmie and Stevens passes is one of the most extensive in the history of WSDOT. The amount of snow, the intensity with which it came down, and the general lack of rainfall between storm events combined to create one of the highest avalanche hazard years on record. At one point the NW Avalanche Center moved the threat level to Extreme, a very rare occurrence. During the week of February 4th, all three mountain passes were closed at the same time due to extreme avalanche danger.

Avalanche Control Work
 The avalanche control work at the passes was substantial. For the season, we've conducted over 356 individual detonations using about 11,600 lbs. of explosives, plus we've fired about 135 rounds from either the tanks or a 105 mm recoilless rifle.



US 2 near Spokane



County Road near Sprague, WA



County Road near Wilbur, WA



US 2 near Spokane

Eastern Washington

In Spokane, January marked the 4th highest snowfall in the history of the city (40 inches). The overall winter snowfall for the season is the 7th highest on record (63 inches). This

has been one of the most challenging winters in recent memory with respect to blowing snow, drifting snow, and road closures. On Feb. 8, Spokane County declared a state of emergency as they have not been able to keep their roads in a safe,

passable condition. In addition to their own equipment, both WSDOT and Spokane County borrowed a snow blower from the Air National Guard stationed at Fairchild AFB in order to try to keep up with the challenging conditions.

Impacts to the Maintenance Budget

Deicer Used (through Jan. 2008):

Planned: 47,000 tons
 Actual: 60,000 tons
 Difference: 13,000 tons
 At \$150/ton, this is about: \$2.0 million

Labor Expended (through Jan. 2008):

Labor expended over and above the planned amount: \$2.7 million (\$1.5 million regular time and \$1.2 million overtime)

Estimated Costs for February:

February costs were very close to the average January day. Using those figures, plus accounting for additional material that may not have been included in the January figure above, our estimate for February will be \$1.8 million above plan.

Total: \$6.5 million.

Due to the extraordinary winter, the snow and ice component of the Maintenance budget was approximately \$6.5 million above the planned expenditures for the winter through mid-February. This amount is due to increased material usage and labor expenditures over the planned amounts. Depending on the magnitude of the remaining 2007-08 winter, along with the uncertainty of the 2008-09 winter, this deficit could continue to grow.

Based on numerous budgetary challenges facing the Maintenance program, there is no way to simply absorb this increased expenditure or to shift money from other program activities. Maintenance is comprised of labor, equipment and materials. The only way to "make it up" would be to not replace equipment, stop buying materials (primarily snow and ice chemicals, striping paint and asphalt) or lay off maintenance workers.

The delivery of the entire Maintenance program would be impacted by these actions. A reduction in roadway maintenance activities would impact other programs as well. Affected programs include the Preservation Program, due to pavement maintenance not being accomplished; and Traffic Operations potentially leading to longer response times and increased congestion.

The \$6.5 million shortfall represented by the challenging winter is over and above the current 2008 Supplemental Budget request in front of the Legislature. We will continue to work closely with OFM and the Legislature to fill the gaps in Maintenance funding so that there are adequate resources to

continue to maintain our roadways throughout the state to the standard the traveling public has come to expect.



WSDOT's White Pass Maintenance Shed

"Thanks for the absolutely amazing work your DOT crews have done in keeping the passes open as much as they have been. Looking at the photos of the roads it seems like an almost impossible task. Your crews deserve all of our thanks. I hope they know how much they are appreciated."

— Ted in Newcastle, Wash.